

March 7, 2011

## A Gran Fondo Mountain bike Ride at 4<sup>th</sup> of July Pass

Dear Riders,

Thank you for coming. The **July 23<sup>rd</sup> 2011** event starting at 4<sup>th</sup> of July Pass off Interstate 90 travels over 50 miles of motorized and non-motorized trails in the Coeur d'Alene Mountains managed by the Coeur d'Alene River Ranger District 15 miles east of Coeur d'Alene, Idaho. This event is **not a race** but is being held in the *Gran Fondo* format. 90% of the four courses offered are double track. There is very little single track and the event is setup for intermediate and novice mountain bike riders. However, 35 and 50 miles is a long ride on a mountain bike. You can not under-estimate your abilities or conditioning if attempting these longer rides. Come in shape for a long ride in the saddle and we guarantee you'll enjoy the day.

The first 2 loops of the non-motorized trails on the south side of I-90 4<sup>th</sup> of July Pass exit are trails used by the **Panhandle Nordic** and the **Back Country Horseman** Clubs. The Park & Ski trail-head is the start and finish of the ride. Those riders who choose to ride the 35 and 50 mile courses, after completing the 2 loops on the south side, will travel across the I-90 bridge and ride counter clockwise along the ATV motorized trail 800 used by **North Idaho ATV** and **Back Country ATV** Clubs. These four clubs are aware of this event and have notified their members of this event. **4<sup>th</sup> Street Cycling Club** will sign and post at all trail heads and road junctions one week prior and in the paper and various club media, the intent and information to hold this ride.

However, "stuff" happens and someone not always gets the message. **So, mountain bike riders need to assume that an ATV, a horse, a hiker, and wildlife could be around any corner.**

### Managing encounters-what to do if:

**ATV meets Mountain bike**-could be most painful if they meet on blind corner head on. Posters and signing will encourage the ATV riders to ride counter-clockwise on trail 800 on July 23<sup>rd</sup>. (That is why Mountain bikes will also be riding counter clockwise on trail 800). Bikes can hear the motors coming up behind them way sooner than the one coming towards them. We encourage mountain bikes to not wear head phones so that they can hear the 4 wheel ATV motors. Course marshals will be preventing any ATV from riding trail 800 in a clockwise direction. But, they are sneaky and seem to find ways to get by even the most official of marshals.

**Horse meets mountain bike-** this is the scariest encounter...for the horse! This encounter involves a large animal that becomes very unpredictable when scared. The horse rider and the bike rider and the horse can all get hurt on this encounter. Once again all precautions will be made by notifying the club members and posting signs at the trail heads. But, knowing what to do and not do if a horse is encountered will make that meeting way less dramatic. The mountain bike needs to stop immediately. The cyclist should dismount and set the bike on the ground and let the horse know that the cyclist is a person. Once the horse and horse rider know who you are, the bike can be walked slowly or let the horse walk by slowly and then both can continue on their way. It's the speed, unusual noise and shape configuration of rider and bike that scares the horse. Eliminating the speed, noise and dismounting to show the horse you are a person, keeps this encounter from getting nasty. Check this video link for more. [YouTube - Mountain Biking : Safety Around Horses](#)

**Bike meets moose, bear, elk or deer-** Real similar to above except all bets are off that the wild animal is going to be calmed by you dismounting. Bets are that the deer and elk and probably the bear will head off the trail and be gone in a flash. However, that moose could be a different story. The 50 milers could encounter this situation in the switch backs on the final climb to the summit at around 40 miles.

With all the above being said, the safety Guide for all riders must be followed. Please read all the next pages for your safety and enjoyment of this event.

Thank you for participating in the 2011 event. Let's get riding!

## Safety Guide

1. **This is *not* a race**, it is a recreational ride. Please encourage and support your fellow cyclists in enjoying the ride. Anticipate encounters by ATV, horses, walkers, wildlife. All club users of the trail systems will be notified and signs posted prior to the event but.....
2. **Obey all Course Marshals at intersections and traffic laws while crossing over top of I-90 bridge.** All cyclists are personally responsible for knowing and obeying all [traffic laws](#). This includes—but is not limited to—obeying traffic stop signs around the I-90 cross-over and Course Marshals at all intersections. Violators may be disqualified and removed from the 4<sup>th</sup> of July Pass Gran Fondo.
3. **Ride safely and in control.** Ride in single file whenever possible. Any cyclist who is deemed to be riding unsafely, discourteously, or recklessly will be removed from the 4<sup>th</sup> of July Pass Gran Fondo event. Again, **THIS IS A RIDE, NOT A RACE**. Your safety and the impact of your actions on the safety of others are your responsibility.
- \* 4. **Headphones are highly discouraged.** If you can't hear what's coming behind or toward you, it could hurt you.
5. **Helmets are mandatory.** They are required by Idaho law for children under 18. And USCycling regulations require that adults also wear them while participating in this Gran Fondo event. The helmet worn must be an ANSI- or Snell-approved cycling helmet.
6. **Children ages twelve and up** are welcome as cyclist participants on any of the three shorter routes (no trailers). Special Note to young riders: The shorter routes **may** be suitable for children ages twelve and up. Please be sensitive to the limits of young riders (ages twelve through seventeen) when considering appropriate registration.
7. **All children** (ages twelve through seventeen) must be accompanied by a parent or adult guardian.
8. **No tricycles, trailers, or other vehicles.** The 4<sup>th</sup> of July Pass Gran Fondo is for mountain bicycles only. Children ages twelve through seventeen are allowed as cyclist participants, as indicated in these rules. Sorry, no child of any age may be pulled in a trailer in the 4<sup>th</sup> of July Pass Gran Fondo, and no child under age twelve is allowed in the Gran Fondo on any route. Special mandatory bicycle safety check will be required for rider's 17 and under. All other riders are strongly encouraged to have their bicycles checked. Bicycle Sales and Service will safety-check all bicycles entered. They will advise if a concern and will adjust or replace for minimal fee. We suggest not waiting until ride day but stop in at 1901 N. 4<sup>th</sup> Street, Coeur d'Alene. Or call 208-667-8969 to setup appointment if not sure.
9. **Un-safe bicycles will not be allowed on courses-** It is the rider's responsibility to have their bicycle ready to ride safely and for a long period of time before they start the 4<sup>th</sup> of July Pass Gran Fondo. Each rider should start this event with spare tubes, tire pump, repair/multi- tool, and any other spare equipment deemed necessary by that rider. There are aid stations along each route which will have minimal repair equipment for riders to use. No special repair equipment will be available at aid stations.
10. **No personal support vehicles-**Only aid station and course marshal vehicles will be allowed on Forest Service roads.
11. **No unregistered participants.** Unregistered riders will be prohibited from entering certain sections of the course during the 4<sup>th</sup> of July Pass Gran Fondo. They will not have access to aid stations along routes. All registered riders will need to have assigned numbers visible on rider or bike along the bike routes for marshals to acknowledge. Radio contact will keep track of riders by their numbers.
12. **Registered participants must display their rider number.** Please display your assigned number on your jersey or bicycle. Any rider who fails to do so will not receive an official finish time or be allowed at the aid stations along the route.
13. **Held rain or shine.** Please come prepared for any weather conditions

# Gran Fondo Ride Tips

## Before the Ride

### Hydration/Nutrition

**In the days before the ride**, eat well and hydrate well. Your body needs to be fortified! Even though there will be liquids, and nutrition bars and gels, and other light snacks on the route at the rest stops, your intake in the preceding days is also important.

**Bring a supply of liquids and nutrition bars** for your own consumption on the ride. You'll want these even though liquids and light snacks are provided at aid stations.

**Your hydration/nutrition items should include** bottles with electrolyte replacement drink or water, hydration pack with electrolyte replacement drink or water, and nutrition bars.

### Gear/Clothing

**Make sure your bike** is clean, lubed, inspected, and working well.

**Organize your supplies** the night before.

**Have your mechanical supplies ready:** spare tubes, multi-tool, tire levers, frame pump or CO<sub>2</sub> pump, tube patches.

**Have your personal items ready:** helmet (required for participants of all ages), glasses, jersey or t-shirt, gloves, shorts (cycling shorts recommended), socks, and shoes.

**Consider your need for contingency gear**, such as arm-warmers, knee-warmers, tights, long-fingered gloves, and rain jacket.

**Pack your bag with after-ride clothes.** (Shower and change location is provided for Gran Fondo participants. Before the ride begins, you may take your bag down to the bag-check by the Gran Fondo massage area, so it will be ready for you after the ride. *Massage?* Oh, we didn't mention? As a Gran Fondo rider, you also get a post-ride massage!)

## During the Ride

### Getting There/Getting Started

Please consider carpooling. The 4<sup>th</sup> of July Pass parking is limited. Only event officials will be able to park on the south side of the exit. That leaves the north side and the Mullan Tree parking area for vehicles. Not only does this conserve fuel and save parking lot space, sharing the trip with friends also makes for a more fun experience.

**Arrive early** so you have ample time to solve any unexpected challenges.

**If you have not picked up your packet** on Wed(July 20th, Thurs 21st, or Fri 22nd, at **Bicycle Sales and Service**, 1901 N. 4<sup>th</sup> Street, you must pick it up on ride day from 6:30am-7:45 a.m at the Park & Ski Trail-head (start finish area) if you're riding the 50 mile course and 30 minutes prior to start of the other shorter course riders. Remember that you can start any time before noon as long as you can complete your registered course before 4pm.

**Put your emergency contact info** on the back of your rider number.

**Be sure your rider number is properly attached** to your jersey or hands-free hydration system or bicycle handle bars.

## Courtesies and Additional Safety Tips

**At the start** of the 50 mile ride, be patient. Start areas are congested, so take time for a safe start. (Remember, **this is a ride, not a race.**)

**Ride single file** where appropriate. Most of this ride is NOT single track and opportunities for passing will be many.

**Never ride more than two abreast.**

**Please call out your intentions:** —Passing on left,|| —Slowing,|| when changing your pace, and —Stopping.||

**Always call out "Passing on left"** as you approach the cyclists that you are passing.

**Always** pass on the left, **never** pass on the right.

**Move to the right** to allow faster cyclists to pass you.

**Leave no trace-** Please be prepared to **pack it in...pack it out.** All race participants are required to dispose of any garbage themselves. This includes human waste. There are toilets provided at the start area and Mullan Tree Parking areas. If you need to stop along the way, please take your business at least 200 feet off the trail and bury waste 6 to 8 inches deep. Pack out toilet paper.

## Ride Support

**Aid Stations** are generally set up every 3 to 5 miles. Each aid station has food items, water, and electrolyte replacement drinks. Minimal Mechanical support will be available at these aid stations.

**Take advantage of the aid stations!** They are places where you can relax, refresh, and enjoy general camaraderie.

**Official SAG vehicles only** will patrol the route to see if anyone needs assistance. They will only be available at certain intersections and stations along the route where the trails intersect Forest Service roads. These SAG vehicles will know that you need assistance if you are **off** your bike, your helmet is **off**, and you are waving your bike helmet in the air or if you ride up to an aid station and ask a course marshal for assistance. A rider must be able to get to an aid station to utilize the SAG vehicle since 95% of this route is inaccessible by truck or car. Be prepared equipment wise and know your physical limitations.

## Hazards

**Ride starts** are congested. Take the necessary time to get started safely.

**Aid Station entries** are congested and challenging, especially later in the day when cyclists are tired. Slow down as you approach the aid station. Unclip before you begin stopping.

**Aid Station exits** are congested and challenging as well. Look carefully around you and behind you before exiting. Either don't clip in immediately or simply clip in on one pedal only. Be aware of road hazards such as gravel or dirt. Listen to directions from the aid station officials and course marshals.

**Trail hazards** include gravel, holes, rocks, mud, water, debris, **encounters (listed above)** and other bike riders. Stay alert and pay attention to the road surface and who's around you. Call out any problems so that cyclists behind you will be prepared.

**Gate crossings and forest road intersections** should be ridden slowly and cautiously. Listen and obey course marshals that are helping you with vehicles that you can't see. If they say to stop...STOP. They will cover you at blind intersections from trucks and other vehicles that have the right of way. Especially be careful at the I-90 bridge and the north side parking area while driving through. Cars, trucks, and other riders may all converge and the course marshals are your eyes. Follow their directions. **I-90 bridge and parking area Cones.** You will see bright-orange cones delineating the cross-over route. Cones may be required for safety reasons. Do **not**

ride over them and risk causing a crash. Stay within the coned lane as directed by course marshals. Everyone is tired, so it is particularly important to pay attention to the cones and where you are being directed to ride. Riding outside the coned lanes puts you in vehicle lanes, which may be quite dangerous.